

No. 6489 號九十八百四千六第 日二念月八年寅戊緒光 HONGKONG, WEDNESDAY, SEPTEMBER 19TH, 1878. 三拜禮 號八十月九年 一第 [PRICE \$2] PER MONTH

INTIMATIONS.

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EATRE ROYAL
 CITY HALL, HONGKONG.
 S (WEDNESDAY) EVENING,
 SEPTEMBER 18th, 1878.
 BY GENERAL DESIRE,
 E ROYAL ENGLISH OPERA AND
 OPERA BOUFFE COMPANY

OFFENDRACK'S COMIC OPERA
NEVIEVE DE BRABANT.
 In Four Acts.
 CAST OF CHARACTERS.
 GAN (a Page) Miss ELCIA MAY.
 DUROO (Duke of) Mr. H. VERNON.
 (Prime Minister) Mr. J. ROLLINGS.
 LUIS MARTEL Mr. F. HAGEMANN.
 CHAMBERLAIN OF CU-
 COA Mr. SUTTON.
 LEB (a Page) Miss B. DRAGGAR.
 IREED (Squire to)

THE Bold Gen- eral's dar- lings	Mr. H. VERNON. Mr. J. ROLLING.
THE LITTLE REVUE	Mrs A. DIABLO. Miss CLARA STANLEY.

BAKERS, COUNCILLORS, &c.

"THE WONDERFUL PIE"
"THE BALCONY DUET"
"THE SONG OF THE PIE."
"THE CROWING CHORUS."
"THE PAGE'S SONG."
CHARLES MARTEL'S DEPARTURE FOR
"PALESTINE"
"THE GENDARMES' DUET."
"DEGAS'S SLEEP SONG."

THE CUP OF TEA SONG.
LO's GROTESQUE SONG AND DANCE.
The Operas are produced under the Solo
direction of Mr. H. VERNON.
Tickets to be had and Seats secured at Messrs.
Rice & Co's, where a Plan of the Theatre
to be seen.

PRICES OF ADMISSION:
(Single Circle or Orchestra) TWO DOLLARS

ONE DOLLAR.

Cadies unaccompanied by Gentlemen cannot
be admitted.
Hongkong, 17th September, 1879. [1149]

FOR SALE.

GOOD SOUND AND STRONG OAK BUILDING
LONG BOAT of about 8 Tons Carry-
Capacity. Enquire on board the German
steamer "IRPENTINA."
Hongkong, 10th September, 1878. [11551]

COORE & Co.,
VARIETY STORE
WINE AGENTS AND TOBACCONISTS.
No. 42, QUEEN'S ROAD CENTRAL.

NOTICES TO CONSIGNEES.

STEAMSHIP "TIGRE."

COMPAGNIE DES MESSAGERIES

NOTICE

CONSIGNEES of Cargo per Steamships
"COPERNIC" and "EUPHEMIA"
London, in connection with the above
men, are hereby informed that their Goods
being landed and stored at their risk at the
pany's Godowns, whence delivery may be
made immediately after landing.
Optional Cargo will be forwarded on unless
notification is received from the Consignees
TO-DAY, the 18th instant, at 11 A.M., re-
ferring it to be landed here.

goods remaining unclaimed after MON-
Y, the 23rd instant, at Noon, will be subject
and landing charges.
to Fire Insurance has been effected.
H. DU POUËY,
Agent.
Hongkong, 18th September, 1878.

CONSIGNEES OF OPTIONAL CARGO.
EX O. S. S. CO'S S.S. "PRIAM"
FROM LIVERPOOL.

Shipping Orders must be obtained from

ant for shipment per Steamer "DIOMED."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th September, 1878. [1567]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"PRIAM"

herby notified that the Cargo is being dis-
charged into Craft, "landed at the Godowns of
Undersigned; in both cases it will be at
signees' risk. The Cargo will be ready for
removal from Craft or Godown on and after the

Goods undelivered after the 23rd September,
s, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents,
Hongkong, 17th September, 1878. [1562]

**ORIENTAL AND ORIENTAL STEAM-
SHIP COMPANY.**

NOTICE.

CONSIGNEES of Cargo per Steamship
"GABLIO,"
at San Francisco, &c., to hereby requested
and in their Bills of Lading for Counter-
and U.S.

large impeding discharge of the Steamer will
 and stored at Consignees' risk and ex-
 so.

G. B. EMORY,
 Agent.

Hongkong, 17th September, 1878. [1w1508]

CONSIGNEES NOTICE.

CONSIGNEES of Cargo per Steamship
"OCEAN KING."

in London, Penang, and Singapore, are hereby
 notified of the vessels arrival and requested to

ed for Countersignature and to take im-
 mediate delivery of their Goods.
 Large impeding discharge of the vessel will
 be demanded and stored at Consignees' risk and
 expense.
 The Fire Insurance has been effected.
RUSSELL & Co.
 Agents.
 Hongkong, 16th September, 1878. (11552)
BRITISH BARK "ADA MELMORE"
FROM LONDON.
 The above-named Vessel having arrived.

on in their Bills of Lading to the Under-
 signed for Countersignature, and to take im-
 mediate delivery of their Goods,
 thereby impeding the discharge of the Vessel
 to be landed and stored at Consignees' risk
 and expense.

MEYER & Co.
 Agents

Hongkong, 14th September, 1878. [11542]

FOR SALE.

SAYL AND CO.
having received their
FIRST DELIVERY OF GOODS
for the
AUTUMN SEASON.
Sole agents for the following—
RICH BLACK GROSSEGRAIN SILKS
from the Best Makers.

COLOURED GROSSEGRAIN AND FANCY SILKS.

PLAIN AND FANCY JAPANESE SILKS.

TRIMMING SILKS AND SATINS.

A SPLENDID ASSORTMENT OF FANCY REAL SATIN MATERIALS
including the following—
“REAL SNOOKLE,”
WOOL POPLINS,
WOOL SERGE, WOOL FLAIDA,
FRENCH MERINOS,
DIAGONAL REPS.

BLACK AND COLOURED SILK VELVETS
and VELVETINGS.

VARIOUS VALUABLE FABRICS,
suitable for Autumn Wear.

SHAWLS, MANTLES,
JACKETS, SKIRTS.

UNDERCLOTHING, BABY LINEN.

SPECIAL “SWAN BILL” and FRENCH CORSETS.

CHILDREN'S COSTUMES, PELISSES,
and FROCKS.

INFANTS' CASHMERE HOODS,
BONNETS, and HATS.

NEW RIBBONS, SATINS, and SASH
RIBBONS.

FEATHERS, FLOWERS, LACES, and
LACE GOODS.

The NEW HATTEL and other FEATHER
TRIMMINGS.

A LARGE and VALUED STOCK OF
NEW HOSIERY.

KID GLOVES with OPENED SHORTLY.

FELT, STRAW, and PLUSH HATS,
and BONNETS.

PARIS TRIMMED HATS and BONNETS.

SPECIAL AGENTS for “THE LITTLE
WANDERER” SEWING MACHINE.
Now Sold at a Great Reduction on former
Price.

DRESSMAKING.
Great Care is used in this Department, which
increases in popularity with each season.

MILLINERY by ACCREDITED HANDS.

SAYL AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG,
AND AT SHANGHAI.

NOTICE.
The Undersigned have been appointed by
Messrs. FROST, WILSON, and LUTHERSON,
Limited, General Managers of the
HONGKONG and SHANGHAI STEAMSHIP CO.,
Sole Agents in
HONGKONG and CHINA.

ORIENTAL SUGAR REFINERY.
The Undersigned, having effected a LEASE of
the above Refinery, have to give notice, to
quit the said Refinery, and to the business of
the said Refinery to be carried on by the
Undersigned, at the Refinery, from the
1st day of October, 1878.

ADAMSON, BELL & Co.,
Sole Agents,
Hongkong, 22nd June, 1878. [108]

FOR SALE.
Two American and One English second
hand BILLIARD TABLES, with
BALLS, CUES, LAMPS, &c., complete.
For Particulars, apply to
DOUGLAS LAFRAIK & Co.,
HONGKONG, 12th July, 1878. [1106]

FOR SALE.
CHAMPAGNE, 1874.
HENDRICK & Co.,
MONOPOLY,
DEUTEN & Co.,
Hongkong, 2nd July, 1877. [1122]

NOW ON SALE.
BOUND VOLUMES of the China Overland
Trade Reports for the Year 1877.
Price Ten Dollars.
Apply at the Daily Press Office,
Hongkong, 18th July, 1878.

FOR SALE.
CUTLER, PALMER & Co.,
WINE AND COGNAC.
Price List on application.
P. BLACKHEAD & Co.,
Hongkong, 1st November, 1877. [148]

NOW ON SALE.
THE HOUSEHOLD COMPANION
STUDENT'S FIRST ASSISTANCE.
By Dr. DYER.
With many additional Corrections,
and Dr. WILLIAMS' Orthography.
Dresser's Case, 2s. 6d.;
In Paper Wrapper, 1s. 6d.;
Neatly Bound, 2s. 6d.;
Apply at the Daily Press Office.

FOR SALE.
CUTLER, PALMER & Co.,
CLARETS, at 12s. 6d., 10s. 6d., and 8s. 6d. per
case of 12 dozen quarts.
SHERRIES, at 10s. 6d., 8s. 6d., and 6s. 6d. per
case of 12 dozen quarts.
CHAMPAGNE, at 12s. 6d. per case of 12 dozen
quarts.
CHAMPAGNE, at 10s. 6d. per case of 12 dozen
quarts.
ROCK, at 8s. 6d. per case of 12 dozen quarts.
BRANDIES, at 10s. 6d. and 8s. 6d. per case of 12
dozen quarts.
WATERBURY'S CHAMPAGNE,
as supplied to H.M. the Prince of
Wales.
At 12s. 6d. per case of 12 dozen quarts.
Apply at the Daily Press Office.
STIMSON & Co.,
Hongkong, 1st November, 1877. [14]

NOTICE.
BOOKBINDING IN ALL ITS BRANCHES
at the
“DAILY PRESS” OFFICE.
Working on every Style by the most
skilled hands in the Colony.
Made bound in elegant Bindings.
Commercial Binding of every Style and Descrip-
tion, and Account Books ruled to any
Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP
GUARANTEED.

“DAILY PRESS” OFFICE.
HONGKONG.

INSURANCES.

CHINESE INSURANCE COMPANY
(LIMITED).
NOTICE.
POLICIES granted at current rates on Ma-
rine Risks to all parts of the World. In
accordance with the Company's Articles of As-
sociation. Two-thirds of the Profits are dis-
tributed annually to the Shareholders in the form
of a bonus, in proportion to the net amount of
Premiums contributed by each, the remaining
third being carried to Reserve Fund.
OLYMPIAN & Co.,
General Agents,
Hongkong, 17th April, 1878. [83]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER AND
SPECIAL ACTS OF PARLIAMENT.
ESTABLISHED 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for
the above Company, are prepared to grant
Policies against FIRE, to the extent of £10,000
on any Building, or on Merchandise in the same,
at the usual rates, subject to a discount of
Twenty per cent. (20%).
GILMAN & Co.,
Agents,
Hongkong, 7th July, 1874. [39]

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS
MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned, having been appointed
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EXTRACTS

CALL ME DUKE.
" 'Tis the proudest day of my life, Monty,* the proudest day of my life,
For I've saved the dear old country full many a month of strife,
And now they may say what they like, Monty, they may call me what they will,—
It wasn't for nothing I sail'd in June for the Place of Exchequer!

"It wasn't for nothing, Monty, that I said if the really main—
"It isn't for nothing, Monty, that I'm here at home
"They said we were out of the running in the Haupt-
station on the Spree!
"They were wrong, those fellows, who thought so—
for they didn't know *Me!*
"*"It's been a terrible time, Monty, as you of all men
know!
And you I remember, Monty. It's just twelve years
ago!
"You sign'd as my first lieutenant—how the years
have flown away!
"Let's drink to each other, Monty, in a bumper of old
Polay!
"These solemn at Charing Cross, Monty—how sweet
they were to labour!
And the people! how they mistook! they came from
far and near
I used to talk of some such day in the years long
ago—
If she were still—*stilled*, how her joyful tears would*

"They call me cold and sour, Monty, and say I've got no heart; But to-day, on the reconciliation platform, I felt the salt tears start— When I heard the noisy welcome, a great joy filled my breast, For Tom England's voice confessing that at least I'd done my best!

"And that's the truth of it, Monty, I've done what is
in me lay
To prove to the world that England is not the delt
they say,
And if only Parliament backs me, and its duty won't
forget
I'll show them, beyond a doubt, Monty, "there's life
in the old dog yet!"

"I wonder what they'll say, Monty, when I tell them what we've done
Without bright's a shoted cannon—without a revolver
or gun!
"Twill be a big night in the Lords, Monty,—be sure
you're in your place;
And, Monty,—er—if you think of it—or—do watch
dear Derby's face!

"Yes, call me Duke, dear Monty, call me whatever you please;
And do put away that Garter, now you've tried it on
both my knees!
But whether they call me Earl; Monty, or whether
they call me Duke,
There are some dear friends who will swear, Monty,
that I've done it all by a fake!"

(Exit Duke.)

THE ROMAN FLEETS.
Mariners were not esteemed by the Romans until after the great battle of Actium, which threw the monopoly of the lucrative Indian

THE ROMAN FLEETS.

Mariners were not esteemed by the Romans until after the great battle of Actium; which threw the monopoly of the lucrative Indian trade into their hands. About A.D. 150, the Emperor Trajan, who built the port of Ostia, and about fifty years later Trajan constructed the ports of Civita Vecchia and Ancona, where commerce flourished. The Roman fleets were often a source of trouble to the Emperor, Constantine, who recalled a soldier of fortune, who was really a pirate, to oppose the fleet he commanded, and crossed from Gessoriacum (Boulogne) to Britain, where he proclaimed himself emperor. He held the reins of government for seven years, and was at length murdered by his lieutenant. The Emperor Constantine, who was a well-managed fleet. In the reign of Diocletian, the Veneti, on the coast of Gaul, threw off the Roman yoke, and claimed tribute from all who appeared in their sea. The same emperor founded Constantinople, erected later, and during the reign of Justinian, in the sixth month. This city came to be destroyed by nature as a great commercial centre; caravans placed it in direct communication with the East, and it was really the *entrepôt* of the world till its capture by the Venetians in 1204. That dependent Republic had been then in existence for nearly a century, and had been the seat of commerce for more than a century after its people were the greatest traders of the world. It was at Venice in 1202 that some of the leading pilgrims assembled to negotiate for a fleet to be used in the fourth crusade. The Republic undertook to supply a fleet before sailing 84,000 marks of silver, and to share with them all the booty taken by land or sea. The Republic undertook to supply flat-bottomed vessels enough to convey 4,500 knights and 20,000 soldiers, provisions for twelve months, and a fleet of galleys. From "the Sea"

A CLEVER ESCAPE.

One morning in September, at five o'clock, before it was yet full daylight, two gentlemen arrived at the house, express from London, with letters from him, which were of the utmost importance. Sir William was startled, and, in a few minutes, he was in the hall, and the two gentlemen were in his study. They had scarcely crossed the threshold when one of the visitors informed the baronet that the two gentlemen he had admitted were Colonel Husk and a messenger, bearing a warrant to arrest and carry him up to town. "That being the case," said Sir William, "I make no objection to their going to the magistrate, and the delicate condition of health." The colonel had received orders that Lady Wyndham being the Duke of Somerset's daughter, was "on that account to be put in as little disorder as possible." Accordingly, colonel and messenger quietly followed Sir William to his dressing-room, where the colonel unlocked his wardrobe, and, in a few minutes, he had seized all that might be suspicious. Wyndham produced his keys readily, and he expressed such alacrity in recommending a thorough search of drawers, desks, chests, &c., that the wary colonel thought it might be as well to look elsewhere first. His eyes fell on a small glass, and he perceived that it was a very valuable one, and he was carefully fanning over it, and the estate agent, judging that the unlikeliest place was the likeliest for treasureable matter to be stowed away in, took up Sir William's coat, with a "What may we have here?" thrust his hands into one of the capacious pockets, and he soon discovered a small box, the emotion of Sir William was warrant of their importance. The colonel read it all in his confusion and disorder, and urged the instant departure of his prisoner. "Only wait," said Sir William, "till seven o'clock, and I will have my carriage and six horses at the door." The coach whistled, and the colonel proceeded to dress; and, finally, he remarked, "I will only go into my bedroom to take leave of my lady, and will shortly wait on you again." The colonel allowed Sir William to enter the bedroom, and quietly waited till the leave-taking should be accomplished. As he was about to leave, he waited a long time, and, finally, he came in, and the colonel and messenger began to look at each other with some distrust. They had supposed that Wyndham was on his honour-bound to return to them, but Sir William had supposed otherwise. Whether he stopped to kiss his sleeping wife or not, he was not discovered for himself on entering the room—namely, that Wyndham had escaped by a private door, and perhaps his lady was not half so much asleep as he seemed to be. Her husband, at all events, lacked no aids to flight, the incidents leading to which were the cause of the whole. The colonel and messenger had come back to Secretary Stanhope. A reward of £1,000 was offered for the recapture of the Jacobite whom the colonel had been expected to take, keep, and deliver up in the ordinary discharge of his duty. On the morning of "Wyndham's escape," Lord Wyndham was in the Park, and he was seated at an inn in Wyndham Market place. From an window opposite a person was seen staring at them rather boldly and the gentlemen agreed that they had seen that face before, but could not well tell where. It was Wyndham in disguise and he was not alone. He was accompanied by a servant, a serving-man riding with him to London in the Jacobite train. By Dr. Dorr's

CELEBRITIES AT HOME

[illegible]

Dinner is over and night drawin

[illegible]

LACE MANUFACTURE IN TRIPPLICANE.

of New England the overwhelming spirit of English and foreign-lanes, some real, at the greater part of them only imitation, which modern taste and ingenuity are creating, the tumbour ladies were distinguished by their willingness to contribute to their industry, a long fading one. These indefatigable, patient, but tedious workers, copy and reproduce with all that scrupulous uniformity which has always characterised their work, forgetful of the changing influence of fashion, and of the changes of taste in their industry. Frequent experiments have been tried by people outside the trade but interested in to improve the old patterns by the introduction of slight and useful modifications, but at these innovations have not been very successful. A very few years ago one of our tumbour work-people secured a customer once at London, but he "cried" for a given pattern could certainly be executed; the antiquated designs, with all their quaintness and formality, were generally preferred to those in which the most elegant and useful changes had been made. We have not been always unchangeably confined to Triplicane; local fashion did not always assent to it any special locality. The old Military Female Asylum Asylum turned out this description of fancy work in perfection, and the Lady Patronesses of the Institution in those days insisted upon tumbour work being taught in and tumbour "furnace" formed as much part of the school's furniture as benches. These ladies were always giving large quantities of the work to the poor, and were considered as parts of their own attire, but sent out as presents to friends in England. As specimens of the girls' skill and as valuable contributions to ladies' dresses and trimmings, the Female Asylum tumbour work

"My father, an old grandmother of the present day will well remember the time when to be without a tambour frame was a misfortune almost in magnitude to the present one of being without a piano. Thirty-five or forty years ago, Pauline discovered that the wearing of the tambour frame was a mark of the taste of female apparel might be tolerated, although as an act of grace it was abolished, under clothing, and that real Brussels, which could be got, or English and French imitations of it, were to be hereafter the correct thing. Fashion, which had been the correct thing of importance, with special reference to the wants and the means of the class few, and the example set of wearing clothing, but continental or British laces produced the effect of swamping the tambour industry of Madrid. The demand for foreign laces began to be continuing, and very soon the French and the Italian skaters were covering very tender in their manipulation of it. Every yard of this lace, which was either not admired by this worthy and his fellow-worker in iniquity, the ironing-man, demanded a new yard to supply its lace. Stocks of cheap and average quality lace for home use were sold out, and the tambour, which required time and labour for its production—there being nothing beyond hand power for it—could not hope to compete with its mean but dangerous rival. There came a time when the gentleman of moderate means in Madrid was obliged to employ a great deal of labour for the tambour frame, but tambour embroidery and lace are no young subjects which are never taught our young ladies; it is regarded, by them as not worth a thought, when so much better and cheaper trimmings, though not half as durable, are to be had. It happens to be the house, I'm sorry to say, even discussed by the young ladies themselves than a poetically and with a simpering sort of jealousy, or as something which it is *too* to know anything about. I have seen a young lady, in the way, perhaps, yet return, when families of Europe and East India of the middle classes of society may learn not to despise small economics and understand how many other things are to be done by their hands than mere fancy work; too often throws aside the needle, and it may be only a few years later, she is a spinster."

Neglected in one quarter, traces of tawbour industry are not wholly obliterated, though removed to other centres. Whole families of Triplicane have, from time immemorial, early earned their living by this description of work, and the women of their skill in the art of embroidery, whether be it in silk, silver, or gold, on all fabrics beginning with pomeot or muslin and reaching to silk or velvet. It is from monds itself to industries. Musulman families in humble spheres of life who form a distinct class, because they do not take away their women engaged in the work, and their women are not subject to the Mussulman rules of female seclusion, and break the bonds of family union. Presenting their under aspects alike interesting to the artist and the philanthropist, the revival and increased development of the tawbour industry of Triplicane is worthy of attention as being one means, at least, of raising the standard of life of a large class of the population with foreigners. Any effort which may be made towards this end, cannot but be regarded as a very laudable one. Very much of the depression observable in Triplicane is due to the want of employment of the people there, including a condition of despondency and hopelessness, which is not altogether unwarrantable. It is, however, to be hoped, without hearty co-operation and sympathy from our countrymen, the pride of the Mussulman is sadly hurt by finding himself, as he believes, surpassed by the Hindu, whom he affects to regard with feelings of ineffable scorn. Looking to the influence of more free intercourse between the two communities, it is to be hoped, that, unfortunately for himself, shown tendency rather to retrograde than progress. The practical acquaintance of our country-readers with that elegant ornament, lace, is chiefly confined to wearing it, and their researches into its quality and uses. A suggestion to add to the suggestions of the writer, is to send to Triplicane, as it is the leading topic we think, to the money lifting it again to the level from which it has fallen.—*Madras Times*.

HONGKONG MARKETS

[illegible]

WOOLLEN GOODS.

[illegible]

or, packed, per piglet.....218.00

[illegible]

1. per picul	8.83
White per picul	92.28

[illegible]

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CARGOES.	DESTINATION.	VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CARGOES.	DESTINATION.
HONGKONG.													
STEAMERS.													
Argentine	Sept 17	Barnett	Brit. str.	915	Jardine, Matheson & Co	London	Christian	Aug 22	Stor	Ger. sch.	233	Kaw Hong Take & Co	
Calabria	Sept 9	Albani	Ger. str.	759	Wm. Pustan & Co	Saigon	Hiram Emery	Aug 14	Wyrna	Amer. bk.	823	Gilman & Co	
Colony	Feb. 13	—	Brit. str.	741	Arch. Leung	Yokohama	Brit. str.	Aug 22	Stewart	Brit. str.	775	Holcher, Wise & Co	London
—	Aug 27	T. Allerton	Brit. str.	1035	P. & O. S. N. Co	Yokohama	Kate Tatham	Aug 23	Pikashly	Brit. bk.	279	Bassall & Co	
—	Aug 26	Chungsuang	Span. str.	250	Bassall & Co	Repaiting	Kjebenhavn	Aug 10	Grove	Dan. str.	701	Silverlock & Co	London
—	Sept 17	Clonaboy	Brit. str.	564	Yam Fat Hong	—	Lizria	Aug 8	Hallon	Brit. sch.	179	Chinook & Co	Malabar
—	—	Holland	Brit. str.	153	G. McLean	—	Renaud	July 25	Collet	Brit. sch.	441	Adamson, Bell & Co	London
—	Sept 16	Kidney	Brit. str.	1713	P. & O. S. Co	Y. Hama, &c	Stewart	Sept 1	Peasen	Brit. str.	287	Robt. Cor. Co	London
—	Sept 16	Fadon	Ger. str.	1128	Siemens & Co	—	Wm. Turner	Sept 5	Yagerdori	Brit. bk.	431	Butcherfield & Swire	London
—	—	—	Brit. str.	700	Butcherfield & Swire	—	—	Aug 8	Biewes	Brit. bk.	900	W. McKean's Bradley	London
—	Sept 13	Colling	Brit. str.	978	Meyer & Co	—	—	—	—	—	—	—	—
—	—	A. Penning	Brit. str.	1050	H. O. & M. Steamboat Co	—	—	—	—	—	—	—	—
—	—	—	Brit. str.	1081	H. O. & M. Steamboat Co	—	—	—	—	—	—	—	—
—	Sept 14	Panchard	Brit. str.	676	D. Lysrals & Co	East Coast	Ada	Aug 12	Douglas	Brit. bk.	516	Vogel, Hagdorn & Co	
—	Sept 2	McCallloch	Brit. str.	1038	Molokers & Co	—	B. Taylor	Aug 18	Taylor	Brit. sch.	252	Captain	
—	Sept 11	R. Cass	Brit. str.	761	Siemens & Co	Shanghai	B. Byrnes	Sept 5	Lephant	Amer. bk.	515	Morris & Co	
—	June 28	—	Brit. str.	608	Kwai Achong	Shanghai	Caplain	Aug 26	Anderson	Brit. str.	287	Nils Moller	
—	Sept 2	Barico	Brit. str.	1119	E. & O. S. N. Co	Yokohama	Cherley	Aug 29	Jack	Brit. bk.	359	Nils Moller	
—	Sept 1	—	Brit. str.	996	—	S. pore, &c	O. Wattans	Aug 17	Ulrich	Span. sh.	650	Jamelson & Co	
—	Sept 6	R. A. Jones	Brit. str.	1016	Holliday, Wise & Co	—	Ohikaya Maru	Sept 4	Kawakar	Jap. bk.	443	M. B. Kaehisa	
—	Sept 16	Burton	Brit. str.	1572	Butcherfield & Swire	Shanghai	Ohinamun	Sept 24	McKean	Brit. bk.	667	Pratt & Co	
—	Sept 17	Wang	Ger. str.	357	—	—	Catty Rock	Aug 27	Typhid	Amer. sh.	673	Robt. Livingston & Co	
—	July 18	Roberts	Amer. str.	45	C. Truders Insurance Co	—	Doon	July 15	Orange	Brit. bk.	817	Russell & Co	
—	July 17	Paynter	Brit. str.	1035	Jardine, Matheson & Co	Shanghai	Forward Ho	July 13	Wala	Brit. sh.	342	Gibb, Livingston & Co	
—	Sept 10	Marcelle	Frans. str.	1688	Messageries Maritimes	Yokohama	Halton Castle	Aug 29	Angai	Amer. bk.	478	Russell & Co	
—	—	T. Renning	Brit. str.	652	H. O. & M. Steamboat Co	Yokohama	Hayden Brown	June 20	Haver	Brit. bk.	888	Captain	
—	Sept 17	Wallace	Chi. str.	709	C. M. S. N. Co	Shanghai	Hilda	Aug 19	For	Brit. sh.	342	Robt. Cor. Co	
SAILED FOR YOKOHAMA.													
—	Sept 13	Sewell	Brit. bk.	669	Meyer & Co	—	Mignon	Sept 4	Sonie	Amer. sch.	543	Olyphant & Co	
—	Sept 13	Carver	Amer. bk.	783	Veget, Hagdorn & Co	New York	M. Dehman	Sept 15	Hall	Brit. sh.	624	Wm. Meyerkin	
—	Sept 13	Trail	Brit. bk.	390	—	—	Neumann	July 16	—	Brit. sh.	624	Wm. Meyerkin	
—	Aug 30	Cole	Brit. bk.	398	Vogel, Hagdorn & Co	New York	Open Port	Aug 18	Gronnell	Amer. sch.	196	Morris & Co	
—	Aug 31	Boyeau	Ger. sh.	323	Cunliffe & Co	Newchwang	Omaga	Aug 12	Eruc	Brit. bk.	482	Morris & Co	
—	Sept 4	Lahaye	Frans. bk.	399	Carlovics & Co	—	Oscar Vidal	Aug 28	Willis	Brit. bk.	228	Nils Moller	
—	July 15	—	Brit.	390	—	—	Stam	Aug 14	—	Amer. sh.	196	—	
—	Sept 15	Grubbin	Brit. sh.	760	Molobars & Co	New York	Slam	Aug 15	Olau	Span. bk.	228	Jamelson & Co	
—	Sept 2	Hayden	Amer. bk.	598	Russell & Co	New York	Smatra	Aug 26	Tribe	Brit. sh.	746	Erans. Pugh & Co	
—	Aug 22	Pergrum	Brit. sh.	1142	Meyer & Co	London	W. B. Pease	Aug 14	Baker	Amer. bk.	1007	Captain	
—	Sept 11	Shaw	Amer. sh.	736	Meyer & Co	—	—	—	—	—	—	—	—
—	Sept 3	Time	Ger. bk.	389	—	—	—	—	—	—	—	—	—
—	Sept 12	W. Dox	Brit. bk.	374	G. R. Storons & Co	—	—	—	—	—	—	—	—
—	Aug 21	Deary	Amer. sh.	1236	Russell & Co	Portland (O.)	—	—	—	—	—	—	—
—	Sept 10	Bourby	Brit. sh.	559	Captain	—	Aarkus	Sept. 1	Sollig	Dan. sch.	252	L. Kniffer & Co	
—	Sept 10	Challenger	Frans. bk.	368	Landstein & Co	—	Beatrice	Sept 7	Williams	Brit. sch.	363	L. Kniffer & Co	
—	Sept 11	Quatros	Brit. bk.	360	—	—	Ben. Arnold	Sept 10	Robertson	Brit. sh.	593	Walsh, Hall & Co	
—	Sept 11	Prinle	Ger. bk.	350	Siemens & Co	—	R. Castle	July 10	Heath	Brit. bk.	593	Walsh, Hall & Co	
—	Sept 18	—	Amer. sh.	50	C. Traders' Insurance Co	—	Orce Hill	July 28	Batler	Brit. sh.	1019	Walsh, Hall & Co	
—	Sept 1	Laverick	Amer. sh.	1229	P. & O. S. N. Co	—	Crosder	July 6	Goebum	Amer. bk.	609	Ed. Fisher & Co	
—	Sept 1	—	Brit. sh.	915	Veget, Hagdorn & Co	—	Emerald	July 6	Doyle	Ger. sh.	609	Ed. Fisher & Co	
—	Aug 25	Frederick	Brit.	1300	Gibb, Livingston & Co	—	Fair Lord	Aug 21	Norman	Brit. sh.	474	Mifflin Bussan Kaisha	
—	July 14	Staples	Amer. bk.	684	Vogel, Hagdorn & Co	Hamburg	F. Scholdorf	July 11	Dzarr	Amer. bk.	1063	Walsh, Hall & Co	
—	Sept 8	Marcell	Ital. bk.	724	D. Musco & Co	—	H. E. Tapley	Sept. 1	Tapley	Amer. sh.	916	E. B. Walsen	
—	Sept 10	Oatlin	Frans. bk.	372	Carlovics & Co	—	Jopier	—	—	Ger. sch.	56	Captain	
—	Sept 10	Schmidt	Frans. bk.	328	—	—	Mc Grohan	Aug 17	Low	Amer. sh.	1147	Hall & Co	
—	Sept 16	Peterson	Span. bk.	459	Tuck Moo	—	Pym	Aug 17	Stapleton	Brit. sh.	558	Wilkin & Robison	
—	Sept 4	Furphy	Brit. sh.	634	Meyer & Co	Haiphong	Allen	June 11	Allen	Amer. sh.	501	Fraser & Co	
—	July 11	Dreutan	Span. bk.	612	Woo Yee Hong	Bangkok	Winlow	June 8	Barker	Brit. bk.	510	Yokohama Ioo Co	
—	Sept 1	Brouton	Amer. sh.	353	Ed. Schellbars & Co	Newchwang	—	—	—	—	—	—	—
—	Sept 15	Edgar	Ger. bk.	329	Ed. Schellbars & Co	—	—	—	—	—	—	—	—
—	Sept 14	Volokudism	Amer. bk.	372	Wilder & Co	—	—	—	—	—	—	—	—
—	Sept 18	Huckinson	Ger. sh.	1353	Captain	—	—	—	—	—	—	—	—
—	Sept 3	Scott	Brit. bk.	623	Rosario & Co	—	—	—	—	—	—	—	—
—	Aug 13	Shaw	Brit. bk.	623	Rosario & Co	—	—	—	—	—	—	—	—
—	Sept 8	—	Ger. sh.	549	Wilder & Co	—	G. O. Mc Chester	July 1	—	Brit. bk.	685	Captain	
—	Sept 10	Altman	Ger. sch.	270	Siemens & Co	—	Conchita	July 20	—	Brit. bk.	443	Captain	
—	Sept 15	McPherson	Brit. bk.	373	Chunsee	—	Corona	May 27	Spence	Brit. sh.	1198	Captain	
—	July 15	Beggers	Amer. sh.	1470	Russell & Co	S. Francisco	Zakten Allen	July 26	—	Amer. bk.	462	Captain	
—	Sept 10	Laub	Brit. sh.	317	Meyer & Co	—	Plodden	Sept 2	—	Brit. sh.	397	Captain	
—	Aug 27	—	Brit. sh.	1122	Russell & Co	—	Ormos	Aug 19	—	Amer. sh.	362	Captain	
—	Sept 15	Hudson	Amer. bk.	980	Vogel, Hagdorn & Co	New York	John O. Ganat	July 22	—	Brit. bk.	693	Captain	
—	July 28	McNard	Frans. bk.	438	Carlovics & Co	—	Lizzie Irdale	Sept 3	—	Brit. sh.	1073	Captain	
—	Sept 23	Pacan	Frans. bk.	609	Vogel, Hagdorn & Co	Honohu	M. Francis	Sept 3	—	Amer. sh.	1217	Captain	
—	Aug 17	Deuter	Brit. sh.	1178	Wm. Pustan & Co	New York	N. Constant	July 11	—	Brit. sh.	324	Captain	
—	Sept 18	—	Brit. sh.	457	Meyer & Co	—	Oscar Gane	July 17	—	Brit. sh.	324	Captain	
—	Sept 8	Leslie	Brit. sh.	1103	Olyphant & Co	—	San Lorenzo	Aug 19	—	Span. bk.	228	Captain	
—	Aug 14	Disset	Brit. sh.	821	Gibb, Livingston & Co	—	S. of the Age	Apr 17	Johnson	Brit. bk.	246	Captain	
—	May 20	Nichols	Brit. bk.	609	Vogel, Hagdorn & Co	London	Scipitator	Aug 10	—	Frans. bk.	278	Captain	
—	Sept 11	Wollett	Ger. sh.	1515	Wilder, Karberg & Co	—	Tedder	Aug 10	—	Span. bk.	278	Captain	
—	Sept 18	Hellstrom	Span. sh.	777	Chunsee	—	V. di Bravavia	July 29	Omnes	Brit. bk.	277	Captain	
—	Sept 11	Worley	Brit. bk.	827	Chunsee	—	Wardycuiste	Aug 5	—	Brit. bk.	478	Captain	
—	Sept 13	Jansen	Ger. bk.	598	Siemens & Co	—	Wardycuiste	Aug 5	—	Brit. bk.	478	Captain	
—	Sept 8	Fraser	Brit. sh.	343	Carlovics & Co	Newchwang	Wardycuiste	Aug 5	—	Brit. bk.	478	Captain	
—	Sept 13	Galliard	Frans. bk.	329	Carlovics & Co	—	W. Australia	July 17	—	Brit. sh.	588	Captain	
—	Sept 11	Luke	Ger. bk.	676	Ed. Schellbars & Co	—	Walia Ioo	July 8	—	Brit. sh.	1557	Captain	
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HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON

NAME.	RIG.	GUNB.	FLY.	CAPTAIN.	WHERE AT.
Andersons	double-screw frigate	20	300	Captain F. Durrant	Hakodate
Charlybird	steam corvette	17	400	Captain Rothman	Shanghai
Fly	double-screw gun-vessel	14	400	Com. M. M. McNeill	Shanghai
Fox	double-screw gun-vessel	4	100	Com. A. E. Dapiss	Hongkong
Gowlee	double-screw gun-vessel	4	120	Com. Chas. Willcox	Swatow
Hart	double-screw gun-vessel	4	120	Com. B. Evans	Hongkong
Hornet	double-screw gun-vessel	4	120	Com. J. S. Hallan	Shanghai
Junco	steam corvette	8	140	Captain Polaris	Yokohama
Kestrel	double-screw gun-vessel	4	100	Com. Edwards	En route to H. K.
Mocking	double-screw gun-vessel	3	160	Com. W. G. Scott	Shanghai
Tilly	screw ship	3	95	Com. C. Crane	Nassau
Magnie	double-screw gun-vessel	3	75	Com. W. M. Lang	Hakodate
Monroe	military hospital	—	—	—	Hongkong
Midge	double-screw gun-vessel	4	120	Captain J. G. Schmidt	Nassau
Miner	steam corvette	10	350	Captain H. G. Mead	En route to S'pore
Monobia	gunboat	4	80	Lieut. Com. W. Carey	En route to S'hai
Mossie	gunboat	4	60	Lieut. Com. G. A. Grey	Tientsin
Nassau	surveying vessel	7	150	Captain B. Hall	Surveying
Shadrach	gunboat	2	60	Lieut. Com. J. B. Hays	Choofoo
Swinger	gunboat	2	60	Lieut. Com. O. Tucker	Foochow
Sylvia	surveying vessel	3	150	Com. P. Aldrich	Surveying
V. Emanuel	receiving ship	20	250	Commodore Melack	Hongkong
Vindicator	gunboat	2	100	Lieut. Com. Anselley	Hakodate

FOREIGN MEN OF WAR IN HARBOR

NAME.	NATION.	GUNS.	H.P.	CAPTAIN.
Mayene Ranger	Annamite gunboat American gunboat	— —	— —	Le Cloy Commander Manley

CANTON GUNBOAT SQUADRON:

NAME.	PLACE AND REG.	GUNS.	TONS.	N.Y.	COMMANDER.	STATION.
An-lan	Vietroy's gunboat	7	221	70	Gould	Teeng-king gulf
Chao-hing	Reverend cruiser	3	30	20	—	—
Chiao-tse	Vietroy's gunboat	7	221	70	Stewart	Swatow
Chien-jui	Reverend cruiser	3	30	20	A. Walker	Capeing-moon
Chuang-wan	—	—	—	—	—	West coast
Ching-on	Reverend cruiser	3	30	20	Chang-ming-fai	West coast
Ching-sang	Vietroy's gunboat	6	120	60	Deane	Keelung River
Ching-on	Vietroy's gunboat	6	120	40	Chinese Admiral	Pak-hai
Ching-po	Vietroy's gunboat	6	180	60	d'Longueville	Hogue Fort
Toku-tung	Reverend cruiser	2	140	40	Chun-ti-hu	West Coast
Peng-shan-hai	Reverend cruiser	4	300	120	Palmers	Swatow
Quang-on	Vietroy's gunboat	4	180	40	Lie-lung-tai	Keelung River
Sian-on	Reverend cruiser	4	150	30	Wade	Chung-cho
Sui-tang	Vietroy's gunboat	4	180	60	Caldier	Hail-lung-shan
Li-shi	Reverend schooner	3	—	—	Fry	Cruising
Li-shi	Reverend cruiser	4	80	20	Read	Canton River
Tung-po	Vietroy's gunboat	3	100	40	Ching	Hogue Fort

Peking and Shanghai. Canton River. Wicks Wardsen Street, Hongkong.
 1885-86. 1885-86. 1885-86. 1885-86.